

THE SHIP OF PERIA appears to be a model factory's Sovereign. The ladies of Tohoran recently sent a deputation to him to complain of the café which are springing up there on all sides. They set forth that their husbands spent too much of their time there, and that the consequence was a decrease in the domestic life of the family and a blow to the happiness of the domestic life. The next day his Majesty ordered all the cafés in his kingdom to be closed.—*Truth.*

A MAN KIDNAPPED IN HONGKONG BY CHINESE OFFICIALS.
The Chinese authorities in the vicinity of Hongkong have again been committing a reckless violation of international law by forcibly carrying off from the Colony a prisoner of whom they had been in pursuit for some time and whose arrest seemed to be so important a matter that a reward of \$300 was offered. The prisoner is said to be one of the ringleaders of the Sam Hing, one of the Triad Societies. He lives in the Kowloon district, it is alleged, not far from Hung-hom, from which centre he carried on his intrigues in China. It appears that on Sunday last this man was induced to leave his retreat in Kowloon and pay a visit to Lap-sang-wan, where, after transacting some business, he wished to return to his home on the other side of the water. The emissaries of the Chinese mandarins who had been leading him on this little dance accompanied him on board one of the launches which trade between Hongkong, Hung-hom and Kowloon City. Nothing occurred during the first part of the voyage to arouse the suspicion of the alleged Triad Society Chief. The launch made its way seemingly toward Hung-hom, but in crossing the bay the vessel suddenly altered her usual course, and to the surprise of the numerous passengers for Hung-hom, took a course direct for Kowloon City. This at once aroused the suspicion of the man, and, dreading the worst, he sprang into the water, and tried to swim away from his captors. The latter, however, were not to be so easily eluded of their prize, and got the launch people to lower a small boat into which they went and made after their man. They soon captured him and brought him on board the launch, where he was now openly made fast and guarded in the cabin of the boat. On arriving at Kowloon City, he was taken on shore and left in the tender arms of the Chinese authorities. The launch quickly departed and landed the Hung-hom passengers at their destination after giving them a longer sail than they bargained for. This whole history seems to point too complicity between the Chinese emissaries and the owners of the launch; the latter, however, declare that their hands were forced and that once on the passage they were compelled to obey the orders of the men who had embarked along with their game. This conduct on the part of the Chinese is of course another open violation of Treaty obligations. The Hongkong Government have, accordingly, ordered an investigation into the matter and are in communication with the Chinese Authorities. The last act of violence of this nature was the attempted seizure of the famous "Chang Chi," for which only a half-hearted apology was made by the Governor of Fokien. And evidently the remonstrances then made have had little deterring effect. We hope a less doubtful apology will be demanded in this case and a speedy restitution of the prisoner made. Possibly the man seized well deserves his fate, and Hongkong would be well rid of him, but such a means of capture as was adopted is an insult to this Colony.

THE MESSAGERIES' CONTRACT.
M. Blancout, the Deputy of Cochon China, in his address to his electors speaks among other things of the contract of the Messageries Maritimes, and the intentions of the Chamber of Deputies thereon. He says: "Another question has appeared to you worthy of attention, that is the renewal of the contract of the Messageries Maritimes. The convention entered into between that Company and the Ministers of Puyat and Telegraphs, Marine, Colonies and Finance was laid on the table of the Chamber just before its adjournment. As certain clauses must come into force from the 1st of January next, the project will be discussed with urgency at the assembly of the Chamber. As far as I am concerned I have asked and obtained that the following reservations were made in favour of our port:—Going and coming back, six first-class cabins, six second-class cabins, and six beds, third class; that there be reserved for the going 100 tons and the return 200 tons for the needs of our commerce. I would have well wished to see the Japan auxiliary line maintained, with the journey modified so that the steamer left from Manila instead of Hongkong. But the Colony would have required in that case to have doubled its services to Manila, and I had no authority to accept this new sacrifice. I could not again ask that Saigon should become the terminal point of the great line. The Company would have been placed at Shanghai and Hongkong in a situation of inferiority too marked with regard to its English, German and other competitors, in freights for silk, tea &c., for which we are not yet in a position to offer compensation. It would have been necessary to augment the subsidy, which the metropolis would not consent to do and which we could not do in its place. The new convention secures an economy of three million francs for the year when it will be entirely in force and two millions for 1887 when it will only be partially in force. I think it will be accepted without great opposition. I esteem myself happy in having been able to get the resources I have spoken of accepted, and I hope that the Chamber will accept a proposal I have made to establish a service between Pondicherry and Bombay, with service from the port of Marseilles which was so useful to us during the war of 1870, during our troubles with China, and which might become the only port of call for our ships coming from France to India-China.

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